

SUBJ: PAINTING, MARKING, AND LIGHTING OF FAA-OWNED TOWERS AND STRUCTURES

- 1. PURPOSE.** This order establishes regional policy for painting, lighting, and marking FAA-owned towers and structures in the Southwest Region, and provides for the discontinuance of marking and lighting where revised criteria no longer require it.
- 2. DISTRIBUTION.** This order is distributed to branch level of Airway Facilities, Air Traffic, and Flight Standards Divisions, with standard distribution to Airway Facilities (AF) and Air Traffic (AT) field offices.
- 3. CANCELLATION.** Order SW 6910.2B, Painting, Marking, and Lighting of FAA-Owned Towers and Structures, dated October 1, 1992, is canceled.
- 4. EXPLANATION OF CHANGES.** This directive has been updated to reflect current Airway Facilities Division regional office and field organizational titles, as well as Air Traffic Division regional office titles. It also updates a title reference to federal regulations governing objects affecting navigable airspace.
- 5. BACKGROUND.** The Code of Federal Regulations (CFR), Part 77, Objects Affecting Navigable Airspace, Subpart C, reflects current standards and requirements for determining obstructions. A careful review of this regulation indicated there may be FAA-owned structures that do not require obstruction marking and lighting to enhance aviation safety. For example, those structures that do not exceed 200 feet above ground level and are located away from airports may not be required to have obstruction marking and lighting.
- 6. ACTION.** Each System Management Office (SMO) should reevaluate the need to continue marking and lighting of its present facilities, using the notice criteria contained in CFR, Part 77. Where it is believed marking and lighting can be discontinued, the AF Division Operations Branch, ASW-470, should be advised so that the information can be coordinated with the AT Division Airspace Branch, ASW-520. The SMO will be notified of the results of this coordination. All future facility installations shall be marked and lighted in accordance with these criteria.
- 7. REGIONAL POLICY.** Notice of Proposed Construction or Alteration (FAA Form 7460-1) shall be filed for all FAA-owned structures requiring notice under Title 14, CFR, part 77. The notice should be submitted to the AT Division Airspace Branch, ASW-520, for those structures not located on the airport property. Notice for structures located on airport property should be submitted to the appropriate Airports District Office (ADO). Their determination will state whether marking and lighting are

required. Where the AF Division has determined the use of medium intensity white lights on the structure, instead of aviation orange and white paint, is desirable, this should be included in the data submitted for the aeronautical study.

Each proposal for the use of medium intensity white obstruction lights requires a special safety review. Facilities/structures which are fixed by their functional purpose, such as runway visual range (RVR) towers, instrument landing system (ILS) components, etc., and exceed obstruction criteria, shall be obstruction marked and lighted with aviation orange and white paint and red lights. Where practical, RVR towers may be marked with fiberglass panels to satisfy the obstruction-marking requirement. The panels shall be affixed to the upper portion of the structure, covering an area from the working deck to the handrail, and shall be color-coded with three vertical segments: international orange, white, and international orange.

Aviation red lights will be installed to satisfy the lighting requirement. When the determination states that obstruction marking and lighting is not necessary, galvanized structures will not be painted except in the following cases:

- a.** Those structures located in areas where experience shows that galvanized surfaces corrode rapidly (Gulf Coast) or any situation where a cost-versus-benefits study indicated the advantage of painting.
- b.** Structures located in parks (or other areas) which are painted at the request of the owner to blend with the surroundings.
- c.** Structures, which an aeronautical study has determined that obstruction marking and lighting would enhance safety.

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